

HURT IN HARLEM TUBE SMASH

**FIRE AND COLLISION JUST
BEYOND THE RIVER.**

**Smoke From a Blaze in the Pumproom
Had Filled the Tunnel and a Train
Ran Into Another in Mott Avenue
Station—Fifteen Who Were Hurt.**

A score of persons were more or less injured by smoke and shock or otherwise last night when the Bronx Park branch of the subway filled with smoke just north of the tube underneath the Harlem River and two southbound trains collided in the Mott avenue station at the moment that a northbound train was discharging a load of panic-stricken passengers. The most serious injuries were received when the passengers from two trains tried to get to the surface at the Mott avenue station, which is sixty-five feet above the tracks, in the same elevator. The smoke came from a blaze in the pumping station that keeps the tubes clear of water from a spring.

The smoke from the north was riddling itself of its smoke-laden, was more seriously hurt than anyone else. He was on the platform trying to flag the train that he knew must be approaching from the north. The density of the smoke prevented the motor-man of the oncoming train from seeing him and the train hit Buffington's train with a violent impact.

both trains and onto the narrow space between the north and south tracks. The vestibule of the steel car where he stood was crushed out of shape and the rear of the car ahead of his, which was of wood, was splintered. Windows of both cars were nearly all put out. The motor man of the colliding train was knocked from his perch but escaped with slight injuries.

After the excitement was over some

He was finally found groping his way along the side of the tunnel with a deep gash on his head which was thought might involve a fracture of the skull.

On the west side of the subway about 1,000 feet from the Mott avenue station and about 500 feet from the entrance to the tube under the Harlem River is the pump room, twenty-five feet or so from the tracks, in which a pump is kept going day and night to keep water from a nearby spring out of the tunnel. The room is encased with timber, the boards being a few inches apart. The wooden casing is permeated with oil.

At about 11 o'clock the motor in the

blaze to the boards. In a short time the casing was blazing briskly and a black smoke was pouring out of the fed fire. In a jiffy the strong draught through the tunnel had drawn the smoke through the river tube and it was impossible to see there.

Shortly before the smoke began to get thickest a northbound train left the 135th street station and started for the tunnel and the Mott avenue station beyond it. As it neared 142d street, where the Lenox avenue division of the subway branches off to the 145th street station, the first

The smoke grew thicker all the time and the passengers, many of them on their way home from the theatre, became panic stricken. Men did the best they

ould to calm the women but when the train left the tube and got near the burning pump room the smoke increased. Finally the motorman got his train to the Mott avenue station.

By that time he was pulling a badly frightened trainload.

There are no subway employees to be found in the Mott avenue station because it is reached by an elevator and the ticket office is near the street. For that reason the employees there didn't know about the smoke until John Reiser of 888 Hewitt avenue, who had been on the train and was the first one off, ran up to the elevator just as D'Albieri Cummings, the negro operator, brought his car down to the

Cummings kept his senses and when he thought he had enough people aboard, he ran his car up to the street, assuring the others that there was no danger. He drove out and pulled the first car

The northbound train was about empty when a southbound train in charge of John Montgomery pulled in and came to a standstill. It didn't carry as many passengers as the other train. But those on it were in a hurry to get off. They

to step up about a dozen feet and walk across a platform over the north track before they could reach the elevator. The smoke was so dense at that time that those in the tunnel breathed with difficulty.

It was just at that time that Guard Buffington on the rear of the northbound

train put himself in readiness to flag the train that he knew was not far behind and the collision came. The passenger on the second train were in a big hurry to get off, and they had a bigger fright.

than any one else because of the shock of the collision. Many of them were thrown over seats or piled one on top of another. They got off in good order after the excitement had subsided.

The firemen in charge of Deputy Chief Ahern got at the blowing pump room as soon as they reached the station. Ahern had the fire out. The smoke clouds scattered quickly when the cause was wiped out.

The last car of the first train was of steel. The collision merely bent the verticals of this a little. The next car was the last was of wood and this car was badly splintered. The glass windows

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